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COMPLIMENTARY BANQUET GIVEN TO
CARL EWALD GRUNSKY, BY THE
CITIZENS OF SAN FRANCISCO.

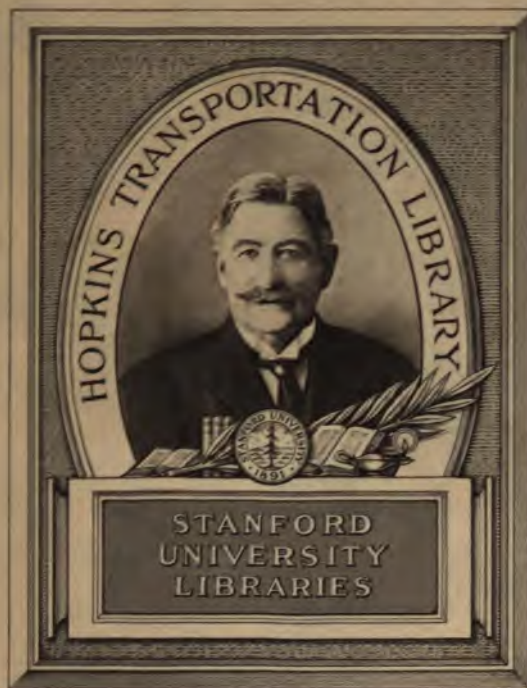
March 15, 1904.



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COMPLIMENTARY BANQUET GIVEN TO
CARL EWALD GRUNSKY, BY THE
CITIZENS OF SAN FRANCISCO.

March 15, 1904.



GIFT OF

Dr. Charles David Marx

TA140
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San Francisco Citizen

COMPLIMENTARY BANQUET

GIVEN TO

CARL EWALD GRUNSKY

By the Citizens of San Francisco
on the eve of his departure to
assume the duties of

ISTHMIAN CANAL COMMISSIONER

PURSUANT TO APPOINTMENT BY THE

PRESIDENT OF THE UNITED STATES

Palace Hotel : March 15, 1904.

SAN FRANCISCO:
CUBBERY AND COMPANY, BOOK AND JOB PRINTERS, No. 587 MISSION STREET
1904

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List of Speakers.

Chairman	-	-	-	-	JAMES D. PHELAN
The President	-	-	-		CHIEF JUSTICE BEATTY
Our Isthmian Canal Commissioner					
	-	-	-	-	MARSDEN MANSON
Response	-	-	-	-	C. E. GRUNSKY
Science coupled with the name of the Academy of Sciences, and Applied Science coupled with the name of the Technical Society			-	-	GEORGE W. DICKIE
San Francisco	-	-	-		FRANKLIN K. LANE
Civic Progress	-	-	-		FRANK J. SYMMES
President Merchants' Association					
The Panama Canal	-	-	-		W. H. MILLS
The Commerce of the Pacific	-	-			W. J. DUTTON
Chairman Executive Committee, Merchants' Exchange					
The German Benevolent Society	-				HENRY EPSTEIN
Vice-President					
The Native Sons	-	-			DR. WASHINGTON DODGE
California	-	-	-	-	FRANK D. SHORT

**Complimentary Banquet Given to Carl Ewald Grunsky, by
the Citizens of San Francisco on the eve of his Departure
to Assume the Duties of Isthmian Canal Commissioner,
pursuant to Appointment by the President of the United
States, Palace Hotel, March 15, 1904.**

[Stenographically reported by Stephen Potter.]

MR. PHELAN—Gentlemen, this very large outpouring of our fellow citizens here tonight must have some significance. A notice was sent out by a committee, duly authorized, inviting a number of our citizens to participate in a banquet to be given in honor of our City Engineer, who has been called to higher office, and the responses have been so numerous that we were obliged to move from one room into another; and now we are assembled, I am sure, with one accord and purpose, to do honor in this manner to Mr. Grunsky (applause)—for no other reason—and this should be impressed upon the minds of all of us, as well as upon his mind—than that we believe him worthy of the honor. (Applause.) It seems to be offered as a spontaneous testimonial, and I don't believe that a man, after laboring faithfully and disinterestedly for the welfare of his city and State, could receive a testimonial more gratifying than this simple gathering of men bound together by a common purpose to honor one for what he has done and to rejoice

in his advancement—one who is at once so modest and so worthy. (Applause.)

There is another reason which brings us here, secondary in importance, but none the less sincere, and that is to express also our thanks to the President (applause) for having conferred what we may also call a great honor upon the city of San Francisco and the State of California in selecting one of our citizens to represent the Pacific Seaboard on a commission charged with probably what is the most important public work undertaken by any nation at any time. a work whose importance is not to be measured alone by its cost, nor by the engineering difficulties which must be overcome, but by the influence which it will have upon the trade and the commerce and the destinies and the fortunes of the nations of the world. It is an office so high that it has been taken out of the realms of patronage and reserved exclusively for the great and wise discretion of the President. (Applause.)

I have said that Mr. Grunsky—and it is always a matter of embarrassment to speak in the presence of the recipient of one's testimonial—is modest, but it has been said by somebody who is very wise that "modesty is the chastity of merit;" and there is, I am sure, pervading this company to-night, apart from these other considerations, a certain gratification that a man, modest though he be, for no other reason than his merit should have been promoted to this exalted position. Every man must feel if interested in the fact that that man who day by day does the work faithfully and well which is at his hand, though he

goes on in silence, yet accomplishes much, shall not be forgotten; that if he is faithful in small things he shall thereafter be put over great things. That condition once established in a country like ours has an enormous moral effect upon every man who works, no matter in what field, be he engineer or mechanic, in stiffening the fibre of industry, in sharpening the tools of skill, because let it be known, the guerdon will come to the man who deserves or earns it without regard to the political and other considerations that work to advance individuals in life. Our President has picked out one of our fellow citizens without any influences of that kind working for his preferment, and I say it is a matter of gratification to us all to-night, for which we should be thankful to the President, that he who bears the palm merits it. (Applause.)

I am here as toastmaster because I have been associated with Mr. Grunsky in some of his work, and the committee that met to call you together asked me to participate in this capacity, and it was indeed a matter of great satisfaction to me to consent, because when we went into the business of municipal government here under the new charter not long ago, Mr. Grunsky, and his good friends, Mr. Manson and the late Colonel Mendell, all were enthusiastic about doing something for their city, willing to give their great professional skill, not for any compensation the city might offer them, because their private practice was far more remunerative, but they were zealous citizens in the cause of good government, and we thought we had much money to spend, and we of the

administration were gratified that we could enlist such men in our service. In the preliminary deliberations looking to the adoption of the charter, Mr. Grunsky was there as a delegate to the charter convention, and gave his valuable advice and assistance, always showing in and out of office his interest in the citizens' welfare. And then in that very responsible position of City Engineer, a position created by the charter and filled by the Board of Public Works, he had the designing of vast undertakings, the bringing of water from the Sierra, itself involving enormous study, and he leaves us a perfected plan of the drainage of the city of San Francisco, and of things of minor importance, as the establishment of a light works, as the building of a street railway, but requiring engineering skill and knowledge. And all this he has given to us, and he goes away bequeathing it to us, because it remains a part of the records of the city and county; and all through these years during which I have known him, and longer periods of time probably embrace your experience of Mr. Grunsky, he has been the same faithful, capable officer; and I say it is gratifying to you, as it is to me, here to-night, to know that the President has seen fit to recognize his high character and abilities, and raise him to a position which is pleasing to him because it is in the line of his professional advancement, but which also—and this is what interests us more than anything else as citizens—enlarges his field of public usefulness. (Applause.) And there is where we will get our return for the very great deprivation and loss which we incur by allowing him to go away from these smaller

fields of his labor in the service of the city and county of San Francisco. But I repeat again, we can not complain, because it is so written, although it may not always be recorded that he who is faithful in small things inevitably will be put over great things. (Applause.)

I have a few messages to read. This is a telegram from the Governor, just received. He had expected to be here:

Sacramento, Cal., March 15, 1904.

James D. Phelan, Grunsky Banquet, Palace Hotel, San Francisco:

Regret exceedingly inability to be present. California has just cause for pride that one of her citizens has been chosen for so important a position and one requiring so great talents as that of Canal Commissioner. In choosing Grunsky, whom all California knows, and appreciates, the President has secured the services of one whose presence will compel respect. The Nation's gain is our loss. Hail and farewell, Mr. Commissioner.

GEORGE C. PARDEE.

This is a letter from Mayor Schmitz:

March 8, 1904.

Hon. J. D. Phelan, Chairman Committee of Arrangements of the Testimonial Dinner to C. E. Grunsky, 301 Phelan Building, City:

Dear Sir—I beg to acknowledge the receipt of your esteemed favor of the 4th instant, extending an invitation to me to be present at the testimonial dinner given to Mr. C. E. Grunsky at the Palace Hotel on March 15th. I am very sorry to say that I find it impossible to be present on that occasion, having made a previous engagement.

Personally, I feel very much pleased at the appointment of Mr. Grunsky, as he is a native-born Californian, and will, I am sure, by his good work, bring credit to himself and to his State.

Again thanking you, and regretting very much that I find it impossible to attend, I remain,

Yours very truly,

E. E. SCHMITZ, Mayor.

Mr. De Young was asked to respond to the sentiment of "The Press," and he sends this letter:

San Francisco, March 5, 1904.

Hon. James D. Phelan, Phelan Building, City:

Dear Sir—I regret very much that I will be unable to accept your very kind invitation to the testimonial dinner given to Hon. C. E. Grunsky, whose appointment as Panama Commissioner has met with such general approval by our citizens.

I feel that he will reflect credit on our State, and that the President's selection has been a good one. Wishing, through you, him every success, I remain,

Cordially yours,

M. H. de YOUNG.

This is a letter from Mr. Von Geldern, a personal friend of Mr. Grunsky, who shares, in common with all engineers, a feeling of great pride and satisfaction that one of his colleagues has been appointed on the Panama Commission. It reads this way:

March 15, 1904.

Grunsky—I am very sorry that I am prevented from being with you to-night. I trust you will take the will for the deed, and although I can not be with you in person I shall certainly think of you on this day when the city of San Francisco is doing honor to one of her most deserving citizens.

From the bottom of my heart I congratulate you.

OTTO VON GELDREN.

Before we sat down to the banquet, I sent this telegram, as Chairman, to the President:

The President, Washington, D. C.:

Three hundred citizens, representing commercial and scientific bodies, at a banquet in honor of Isthmian Canal Commissioner Grunsky, send greeting to the President, and offer their respectful congratulations on the wisdom of his choice and thank him for the honor done their city and State.

(Signed) JAMES D. PHELAN, Chairman.

I have just received this response:

White House, Washington, D. C., March 15, 1904.
Hon. James D. Phelan, Chairman, Palace Hotel, San Francisco, Cal.:

Please convey to assembled guests my hearty greeting and best wishes.

THEODORE ROOSEVELT.

I have now the honor of calling upon the Chief Justice of our State, Judge Beatty, to respond to the sentiment of "The President." (Applause.)

REMARKS OF HON. WILLIAM H. BEATTY.

Mr. Chairman, it is not often that the sentiment to which I have been asked to respond finds more appropriate expression than it does here tonight. The toast to "The President" is, of course, merely one of the modes in which the citizens of our free Republic proclaim their loyalty to the land of their birth or adoption, and whether we approve or disapprove the policy of the President for the time being, we may all join heartily in the toast without impeachment of our political consistency. But when we consider the occasion, and that the very purpose of our assembling here is to manifest our hearty approbation of one of the most recent acts of our National Executive, we may allow our response to this toast to express not only our fealty to the Constitution and laws of the country, but also our grateful appreciation of an act which has awarded to an esteemed fellow townsman a place on the Board of Commissioners charged with the execution of a work of transcendent importance to this country and to the world.

There is no more important function pertaining to the Presidential office than the selection of subordinate

agents of the Government, and when the President in the exercise of this power displays his good judgment and good intentions by putting a man of proved worth and capacity in a position of great responsibility and trust, the act is especially deserving of the commendation of those who best know how well public duty has been performed, and we, the friends and neighbors of Mr. Grunsky, in responding to this toast, may allow it to express, over and above its usual significance, our sense of personal obligation for so signal a recognition of his merits. (Applause.)

There is another reason suggested by the occasion of our meeting why the toast to the President is becoming more and more the appropriate expression of American loyalty. The history of every country enjoying a popular form of government will show that the issues upon which political parties have arrayed themselves in opposition have arisen out of questions of internal or domestic policy. As to such questions the head of the executive department, whether it take the form of a ministry representing the majority of the popular branch of the Legislature, as in England, or a president chosen by the people, as in the United States, is necessarily the representative of a party, and so whenever we are engaged in the discussion of our domestic affairs, one portion of his fellow countrymen are bound to regard our President in the light of an adversary. But with respect to questions involving our relations with the rest of the world there is less room for differences of opinion among ourselves and greater necessity for supporting the head of the Government

in whatever attitude it may deliberately assume. The result is that, while as to the first class of questions the President stands for only a fraction, and possibly for a minority of his fellow citizens—as to the latter he generally has what is practically a united nation at his back—a truth that is well illustrated by the popular approval of the enforcement of the Monroe Doctrine, whether by Cleveland, the Democrat, or McKinley, the Republican President.

Now it happens that in this country questions of domestic policy are becoming relatively less numerous and less important in comparison with questions of external policy, and our recent territorial expansion will, I believe, render this tendency more marked in the future than it has been in recent years. The most obvious change which existing conditions and probable future contingencies has wrought in our external policy is the determination to provide ourselves with a naval force equal in strength to that of some of the more formidable maritime powers. In this determination our people are practically united, and for a number of years past, whether the national administration has been Democratic or Republican, the popular aspiration for commanding power upon the seas has found a zealous exponent in the President. And the fact that this policy has been firmly supported by the probable candidate of one great party at the ensuing election, and zealously advocated by the not improbable candidate for the other party, affords good ground for hoping that it will not be abandoned. (Applause.)

But turning from this question, in which our atti-

tude is that of rivalry with other nations, to one which, though not wholly disconnected, involves no clash of interest between us and the rest of the world, we may find a better illustration of the fact that outside of our domestic affairs the President of the United States represents the entire people. There is no difference of opinion as to the necessity of uniting the Atlantic and Pacific by a navigable canal across the isthmus which connects the two halves of this western continent, and not only we, but the whole world, look with eager anticipation to the completion of that great and beneficent work. If in respect to this matter there is any difference between us and the people of other lands, it is only because we believe, as our President has declared, that the glory of the achievement should belong to us and to us alone. As in this, so in respect to all questions between us and alien peoples, it is my confident hope that our countrymen may continue to stand so united, and may ever be so worthily represented in the chief executive office that on every occasion such as this we may join as heartily as we have done to-night in the toast to "The President."

(The company then arose and sang "The Star-Spangled Banner" to the accompaniment of the orchestra.)

THE CHAIRMAN—I will now propose that we drink a toast to the guest of the evening, and I will call upon Mr. Marsden Manson to respond to the sentiment of "Our Isthmian Canal Commissioner."

REMARKS OF HON. MARSDEN MANSON.

Mr. Chairman and Gentlemen, a civil engineer is so

seldom called upon to draw plans and specifications for and to construct an after-dinner speech that I hope you will pardon a rough attempt at trying to lay the foundation for the superstructure of eloquence and wit which are to follow on the part of others—an engineer has only to build the foundation. Then again, all that our worthy toastmaster has said of our guest, the Commissioner, after he mentioned the President, were parts of my speech, so you can credit that to what I intended to say, because I have it upon the memorandum before me. My heart is full of pride and gratification that our President has recognized our profession, in that when he has a great canal to build he selects an engineer. This is not always done in parts of California, and has not always been the case. When the Board of Public Works was called upon by our worthy Mayor to select some one to look after the great and the growing interests of this municipality, upon which interests depend its successful future—a water supply and a system of sewerage—we selected from among our profession the best man we could find, the present Canal Commissioner. (Applause.) And it is gratifying to us to find that the President of the United States could do no better than follow the pace set by the Board of Public Works of this city. (Applause.)

In wishing the Canal Commissioner God speed to his work, and wishing him health, we wish health also to those who will be with and under him. They go to a difficult, a dangerous and a desperately sickly country. We wish him health and God speed through

that work—through the years of toil and of thought that he has to follow out for the good of his people.

There is one great lesson in this work to San Francisco. Are we to have only the great honor of having a Commissioner chosen from our midst? Only the honor of having a Commissioner chosen from the profession whose duty it is to develop the resources and forces of nature for man's benefit? Are our commercial men to permit that it shall only redound to our honor? Or is this canal to be used to develop our wealth? Is the work which our Commissioner is to do to give us any material benefit? Are we going to use it? Or are we going to accept as our share of the commerce only that portion which is left to us after the other cities and the other rival communities have taken all they want and leave us what they do not want? Or are we to step forward, not only to participate in its construction, but in its use; not only to develop it as a machine for developing our wealth, but developing it at all times for the use of our commercial interests, for the command of the traffic and the trade that is to pass through it? In wishing you God speed, Mr. Commissioner, to your work, we wish health, honor and happiness to you always. (Applause.)

MR. PHELAN—Our guest, gentlemen. (Cheers and applause.)

REMARKS OF HON. C. E. GRUNSKY.

Mr. Chairman, Friends and Fellow Citizens, words are entirely inadequate to give expression to my feelings this evening. The many kind words, con-

gratulations and good wishes that have come to me in the last few days have been perfectly overwhelming, and will be a pleasant recollection for me and for my descendants for all time to come.

When I accepted the position of City Engineer, four years ago, I had little idea that I should retire from the office under such pleasant circumstances. In retiring from the office and severing my connection with the city government I can only say that I am proud to have been one of the first officers under the new charter (applause); proud to have been the first City Engineer called to office by such public-spirited and able men as ex-Mayor J. D. Phelan (applause), the late Colonel G. H. Mendell (applause), Marsden Manson (applause) and Jeremiah Mahoney (applause). I am proud to have had placed in my charge one of the sub-departments of the Board of Public Works; I am proud of the achievements of the Board of Public Works, even though the same has been adversely criticised and held up to ridicule, knowing thoroughly how ably and efficiently their work was taken in hand, notwithstanding the many difficulties, incident to the organization of a new department, that had to be overcome.

One of the reasons why I was willing to give up my private practice four years ago and assume the duties of City Engineer was the fact that the charter made it the duty of the City Engineer to investigate public utilities. He was not alone charged with investigating public utilities, planning the same and making cost estimates, but he had like duties assigned

him in the matter of public improvements to be constructed with money raised by bond issue.

I am proud to have had the opportunity as City Engineer to design and report upon the many improvements which are now about to be carried out under bond issues. (Applause.) It will always be a source of gratification and pleasure to me when these improvements have been completed and are being enjoyed by the people to know that I may have been, in a small degree at least, of service to our people in connection therewith.

In these improvements the first step only has been taken. The sentiment of the people is now known; they have declared beyond the possibility of question that San Francisco must be improved (applause); that streets must be put into better condition; that the sewer system must be improved and extended; that the public schools must be made adequate to the requirements thereof and a credit to the city; that a new hospital must be erected; that public parks and play grounds must be established in various parts of the city. These and other improvements now seem within reach. If the bond issue be declared legal it will be but a few years before many of them will be nearing completion, but even then the work of beautifying San Francisco will have only been commenced. The good work must go on in future years, and to the improvements already planned more must be added.

It has been a matter of great satisfaction to me, as already stated, that the investigation of public utilities for this city has fallen mainly to my lot, and of one of these, the public water supply, I wish on this occasion

to say a word. San Francisco is the only city of its size in the United States which does not own its waterworks.

There is no question in my mind that waterworks municipally owned would be well managed, would enable a reduction of water rates for the same service rendered and would enable the city to provide for its inhabitants the best and purest of water obtainable from any source.

Half a century is but a short time in the life of a city. Looking into the future fifty years, we see in place of our present city a magnificent metropolis; the upper end of our peninsula from bay to ocean densely covered with buildings; the population increased to over one million; Oakland, Berkeley and Alameda clamoring to become a part of San Francisco, if they have not already been made a part thereof, and for this city of the future it is now time to plan the waterworks, nothing being so essential to the health and comfort of the inhabitants as an abundant supply of pure water. (Applause.)

In thus looking ahead it has become apparent to those who have carefully studied the matter that the ultimate source of supply for our water must be in the high Sierra Nevada Mountains. The steps that have been taken to secure water from these mountains is known to all and need not be repeated. Legislation is now pending in Congress which may give to San Francisco the source of supply which comes nearest to being ideal. Whether the project for municipal waterworks based upon such a source must be carried out at once as an independent project or whether the

same must be combined with the present system is the question which will, in the near future, confront the people of this city; but whatever the source of the water, the waterworks should be municipally owned, the sooner this is brought about the better for the city. Until then the annual trouble and annoyance of fixing the rates to be charged by private corporations will continue, and ill feeling will be engendered between municipal authorities and the officers of the water corporation; and the service can not be expected to be such as would be rendered under municipal ownership.

No private corporation can ever do as well for the public, so long as its efforts are continually being discredited and its income is uncertain, as could be done by a competent water department of the municipality. Of all questions relating to municipal ownership of public utilities, none is of such importance, none so urgently pressing as that of the ownership of the waterworks. The obstacles which at the present time seem to be in the way of securing from the Federal authorities the reservoir rights of way in a forest reservation, as asked for, are probably not as great as appear on the surface. The main opposition comes apparently from the irrigation districts which are dependent upon water from the Tuolumne River. These districts are not now in a position financially to increase the flow of water into their canals by means of storage in the high mountains. They look forward, however, to the time when the increasing areas under cultivation, the increasing demand for water which will be necessary for irrigation, will make storage in

the high mountains desirable. These districts at the present time look with alarm upon the taking of any water from Tuolumne River for the benefit of San Francisco. As a matter of fact, however, the water to be taken by San Francisco is not water which would be of any benefit to the districts, being only a small portion of the waste flood waters of the river which now flow unused to the sea.

San Francisco would then be depriving the districts of nothing except merely of the opportunity to store water for their own use, when the time for such storage shall have come, in those two particular reservoir sites for which San Francisco has made application. To these reservoir sites San Francisco has as good a right as any person or any other section of the State. San Francisco has made the first application for them and San Francisco must take every step necessary from time to time to protect its rights, and to be allowed to use these storage sites for the impounding of water if such storage be ever permitted in the forest reservation. But the flood waters impounded when the storage works shall have been completed will for many years—from a quarter to half a century—be far in excess of the amount actually required to supply the needs of San Francisco and its inhabitants.

There will be a large surplus of water in the reservoirs, and this surplus can be liberated at times when it will be of greatest benefit to the lands in San Joaquin Valley upon both sides of the Tuolumne River requiring irrigation. It is to be anticipated that in these irrigated districts the soils will gradually become saturated with water, and after a number of

years the water required per acre irrigated will gradually decrease. At the same time the districts will be decreasing their bonded indebtedness and the time will come when they will feel financially able to carry out storage works of their own; and then they, like San Francisco, will be compelled to apply for the privilege of utilizing storage sites in the forest reservation.

When this situation is thoroughly understood by the irrigation districts, instead of opposition, San Francisco should receive their help. (Applause.)

The more thoroughly the available sources of water supply are investigated the more it will become apparent that the solution of the water question lies along the lines that have been indicated; and that the time has come for determining to what extent the established waterworks are to enter into the ultimate water-supply project. I trust that the day may not be far distant when the municipal ownership of waterworks will be an accomplished fact. (Applause.)

This gathering to-night is to deal with a water problem of an entirely different character. The great question of the evening is the proposed Isthmian Canal. I am not yet in a position to talk upon this subject with a full understanding of the various problems which will confront the Canal Commission. The idea of uniting the Atlantic with the Pacific Ocean at Panama has been in the minds of men ever since the first white man crossed the isthmus. Examinations and surveys were made in the early part of the sixteenth century, nearly 400 years ago, and the obstacles to be overcome in carrying out this great work have been grad-

ually removed one by one, until at last the people of this great nation are in control, and with the means at hand to carry the work to successful completion. (Applause.) The difficulties in the way of the canal construction have, until within recent years, been less of a character involving engineering skill than such as involve statesmanship of a high order. After all of the failures that have been made in the past a project has been reported to the United States by the Commission whose report is the basis for the acquisition of the properties of the French company, and this Commission's plan of a canal best represent the work as it will probably be carried out. Although the advantages of a sea level connection between the oceans was recognized, the disadvantages—among others of increased time of construction and increased cost of such a project—led the Commission to plan the canal with a summit level about ninety feet above the ocean. The canal is to be made thirty-five feet deep; it is to have a bed width of 150 feet; it will be forty-nine miles long from the six-fathom line on the Atlantic side to the six-fathom line in the Bay of Panama. The maximum depth of cutting where the canal crosses the continental divide will be 286 feet. In the construction of the canal the amount of dredging and earthwork will be about 42,000,000 cubic yards. Fifty-four million cubic yards of hard and soft rock will have to be moved, of which amount about 5,000,000 cubic yards lie under water. Nearly 4,000,000 cubic yards of concrete, and upwards of 65,000,000 pounds of iron and steel will, it is estimated, be required for the various structures on the line of the canal.

From Colon on the Atlantic side, the canal will extend inland over low ground, closely following Chagres River for a distance of seventeen miles. The river is there to be closed by a dam and its water surface raised, and the lake formed by the dam will be used as a canal section for a distance of about fourteen miles. The next eight miles will be in the great Culebra cut. The remainder of the canal, about ten miles in length, will be on low ground adjacent to the Bay of Panama.

It is estimated that the value of the work already done on the canal approximates \$40,000,000, and this estimate has been made the basis of the proposed payment to the French company. The estimated cost of completing the canal on the lines indicated by the Canal Commission is \$144,000,000. It is thought that eight to ten years should be required for the completion of the work. That this is a work of stupendous magnitude becomes apparent when it is compared with such other great works as the Suez Canal, opened in 1869, which, with its length of seventy-two miles, cost about \$60,000,000, and with the Manchester Canal, thirty-five and one-half miles long, which cost about \$75,000,000.

The last Canal Commission assumes that the annual cost of maintaining and operating the canal will approximate \$2,000,000. It is thought that upon the opening of the canal to traffic, about 5,000,000 tons per year will pass through it, and that this amount would be doubled within ten years.

To have been named by the President a member of the Commission which is to take charge of the construction of this great work, which is not only of na-

tional but of international importance, is an honor conferred not upon myself alone but upon me as a citizen of San Francisco, as a native of California and as a representative of the entire Pacific Coast. (Applause.) Of this I shall always be mindful and no effort will be spared by me to prove myself worthy of the confidence and trust reposed in me. (Applause.)

I drink to the continued and increasing prosperity of San Francisco, the Queen of the Pacific. (Applause.)

THE CHAIRMAN :—Gentlemen, who are the men who are most gratified—if I may say most gratified in this connection—with the appointment of Mr. Grunsky? They are the engineers. The engineers of the city, State and Nation feel they have been recognized in the person of Mr. Grunsky. And we have engineers in San Francisco of exceeding skill and national reputation. We have with us to-night a gentleman who has brought to our city credit and distinction in constructing those most delicate and perfect of machines, I may call them, the modern battle ships. We have here, as representing the Academy of Sciences and the Technical Society, the man who as an engineer has given to the seas and to the Nation, and to the glory of San Francisco, the "Oregon" and the "Olympia." In response to the sentiment "Science, coupled with the name of the Academy of Sciences, and Applied Science, coupled with the name of the Technical Society," I call upon George W. Dickie of the Union Iron Works. (Applause.)

REMARKS OF MR. GEORGE W. DICKIE.

Mr. Chairman, Mr. Grunsky and Gentlemen: I thought when I undertook to respond to this double sentiment that it was quite an easy thing to do, but when I got to thinking about it I found that I had made a mistake, and in this connection I want to congratulate my friend Mr. Grunsky on the magnificent opportunity he is going to have in the next few years of making mistakes. (Laughter.) For the past thirty years I have been told twice a week that engineers were great men for making mistakes. Now, I made a mistake at one time. I remember a good many years ago when the Technical Society wanted to get a paper to amuse them for a night, they sent down to me and asked if I would prepare a paper for them, and I said I would; and I sent them in the title of my paper, which was to be the mistakes that I had made in twenty years. I do not know whether Mr. Grunsky was then a director or not, but when the directors got together they decided that it was an impossibility, that no one evening would be sufficient in which to present it. (Laughter.)

I am very much in the same condition to-night as Judge Beatty. I wrote what I had to say, and I wrote it so that I could say it in ten minutes. I made an experiment last night, and I read this thing, having in my room a chiffonier for an audience (laughter), and I got through with it in ten minutes. Then I laid down the paper and I tried to deliver it without. I got along splendidly. It was a magnificent address. And I got through in half an hour. (Laughter.) That is a scientific experiment, and I give it for the benefit

of my fellow speakers. So I will keep my eye on this piece of paper in order that I may finish you off in ten minutes, instead of treating you to a kind of torture for half an hour.

The Academy of Sciences and the Technical Society belong to the same family, and have the family trait of not getting along very well together. (Laughter.) The older member of the family, the Academy, is quite a dignified character, when compared with its younger brother, who, in the estimation of the Academy men, is little other than a mechanic. Some time ago, when an effort was being made to bring the two into closer relationship, an old Academy man asked if they had not better take in all the street-car conductors, as they were also take-nickel men. (Laughter.)

Our guest to-night and myself are both active members of these two societies, and we have ever worked to get them into closer relationship with each other, as the work of the one should always follow close on the research of the other.

The Technical man is ever striving to make an application of the knowledge the Academy has acquired in some low, grovelling workshop problem, and by so doing brings disgrace upon himself and the contempt of the man of pure science. (Laughter.) The great work upon which our guest is to expend the knowledge he has acquired is of such grand proportions and of such far-reaching utility to the world at large that even our men of pure science will consider it no disgrace that one of their number is to have a prominent part in giving it practical form.

Yet I would like to show you what a different esti-

mation the world at large places upon purely scientific, and practical technical knowledge:

The world has decreed that the investigations into and the manifestations of natural phenomena should be divided into two classes, that of the scientific and the technical. A simple definition of these two classes would be that those investigations that are of no immediate use are scientific, while those that have an immediate application to some great industry or that satisfy some immediate-felt want, are technical. (Laughter.) I believe that all knowledge that lies within the power of man to acquire will some day be useful in supplying some want of his; but at present much scientific knowledge that has been acquired appears to have no connection with our present physical well-being. (Laughter.)

Is it not curious that the world should honor those men most whose life work has no immediate bearing on man's physical comfort, or the extent of his resources, and has but little admiration for those whose lives are spent in devising means whereby the general burden of humanity is lightened? The world places the philosopher in the top row of the Scientific benches, while the engineer is relegated to the lowest form in the Technical class, and he who stumbles upon or discovers a new element in some of nature's laws, stands infinitely higher in the eyes of the world than the engineer whose labor has produced machines that have lightened the labors of millions of his fellow-men. I do not mention this by way of complaint for I believe it may be taken as a strong proof of the inherent intellectuality of

man, yet, when we consider the fact that the greater part of mankind labors under the constant and unavoidable necessity of providing itself with daily bread and never lose an opportunity to protest against the imposition, (laughter) it would seem that one who seeks to relieve the burden of toil by the invention of labor-saving machines, would gain the lasting gratitude of his fellow-men. Yet I do not know that the Technical man deserves any better fate than has befallen him. His ambition is of the earth, earthy. He deals with things instead of ideas and therefore gets his reward from things and not from men. His days are passed in close offices or dreary workshops. He has no delight in nature except so far as she will help him turn his wheels. He concentrates his whole being within some little trade circle. From dawn till dark the Technical man lives, moves and has his being in cast iron and hammered steel, in wood or leather, in calico or woolen cloth, in tallow or beef, or whatever other thing he makes or vends, and he often carries the nasty things home with him to make a technical shop of that sanctuary. (Laughter) Tries to make a reputation by discussing them at the Technical Society with other technical fools like himself, and is sadly disappointed when the world takes no notice of him. And yet the world knows full well that there is but one possible source of relief for toil burdened humanity. This lies in the improvement and development of the industrial arts, and this is the end and object of all technical effort.

I have often been surprised that so few of the

general public possess any knowledge of the men to whom the honor is due for the bettered condition of life we enjoy. The ladies of society are considered wanting in culture who have no knowledge of those, who, by their writings, add to the means of mental pleasures and accomplishments; but can one of them in a thousand tell to whom we owe the spinning jenny or the power mule? Yet it is because of these inventions that they have the time for mental culture. If the question be asked in a miscellaneous collection of educated men "Who invented the locomotive?" it is almost certain that George Stephenson would be the name given, and doubt would be expressed if any one should explain that he only added a little to the labor of others in the same field. Yet, amongst that same collection of men it would be considered a sign of want of education and culture not to be acquainted with the works of Kepler, Bacon, Newton, Davy, Farraday, Darwin and many others who have contributed to the sum of human knowledge, but whose work, at least at the time it was done, had but little promise of material help for a world that needed it much.

The world is not entirely without gratitude, only the Technical man is disappointed because he cannot buy its admiration by material benefits. A man may labor hard and wear his life out in the effort to feed, clothe and educate his children, but if he forgets that they have hopes and fears, passions and emotions, when the earth receives him he will be forgotten, while the man who has a soft heart for their sorrows, and sings a song to brighten their lives,

lives long in loving memories, even though he was careless about their comfort and though his song-singing may have involved them in empty bellies and bare backs.

Where intellectual and moral emotions are possible, bodily comforts, difficult as they are to obtain, for the majority of mankind, seem small by comparison, at least when they are actually enjoyed. Food and money appear the greatest possible blessings to the hungry and the poor, but when once the stomach and the pocket have been filled, it is difficult to recall the cravings of the past, or exhibit the gratitude we expected to feel for those who made it possible for us to get into so comfortable a condition. Communities as a whole are very much like individuals in this respect. They soon forget those whose labors bestow upon them the power to do with little effort on their part, what it took their fathers much time and toil to accomplish, while they reverence those who furnish them with some new mental pleasure. Who knows anything about Fairbern, the millwright, and who does not know something about Shakespeare, the playwright?

Outside of engineering circles, James Watt is little more than a name, with nothing about it to inspire admiration, and if he had not had the great honor and good fortune to be a Scotchman (Laughter and Applause) and thus become the object of a clannish admiration, he would be as nearly forgotten now as the Welshman, Trevithick, yet every man, woman and child of this and the past two generations in the civilized world, have been the better for his inventions.

Take a contemporary name with Watts, that of

Burns, and we find it known and admired wherever men's hearts can feel the touch of a brother's. He provided nothing new to help widen the scope of intellectual vision, the things he sang about were in the field and in the town, full in the sight of all, and only became bright from the charm and beauty of his setting, yet when touched by his inspiration they became a treasured possession of mankind never to be abandoned or forgotten, until human nature changes, of which there are as yet no signs.

The difference between the scientific and the technical, is, however, not so great as that between the poet and the mechanic. The purpose of the man of science is to search out the meaning of that great universe, of which he himself is a part, while the technical man labors to convert what science has discovered, to some useful purpose. They are but two links of the same chain. Sometimes these links are far apart and sometimes close together, but they are always of the same material.

Farraday, laboring to deduce the laws of electromagnetic induction, is very close to Wheatstone or Siemens, laboring to produce a practical dynamo; only the one worked at the Royal Institution for the advancement of science, while the others labored in the workshop.

The astronomer computing the orbit of a planet is doing the same work as the engineer computing the orbit of a centrifugal governor, with only this difference, that the astronomer may make a mistake but the planet rolls on its orbit just the same; but if the en-

gineer blunders his whole work may be rejected and his engine thrown useless on his hands. (Applause.) How would a blundering astronomer feel if, on account of his mistake in computing the orbit of a planet, the whole planetary system should be thrown on his hands. (Laughter.)

Regnault's researches into the properties of steam are not more important than the experiments of the engine builder, who embodies the results in a motor of surpassing economy.

Lord Kelvin is not greater when he is investigating the physical condition of the ether than when he is quadruplexing an Atlantic cable. Nevertheless the world has made up its mind that useful, practical knowledge stands on a lower footing than that to which no suspicion of utility can attach. (Laughter.) It will not consider if there be any difference in the intellectual power required to produce the result; the moment it sees a commercial bearing in any discovery it puts it and its author at once and forever in a secondary position, and feels at once relieved of all obligation to, or recognition of him. His discovery may have been the result of long and deep thought, and the research of a life-time may have been expended in its development, but it is technical and therefore has no claim on man's admiration. This is true, but on behalf of my technical brethren, I claim that it is not right. (Applause.) Undoubtedly mind is above matter or force, and life is more than meat, yet there need not necessarily be anything debasing about that which makes meat more easily obtained for the bulk of hungry mankind. If the thing to be accomplished re-

quires the application of the highest quality of mind for its solution, it is none the less intellectual because its accomplishment simplifies the struggle for daily bread.

As a Technical man let me say to our Scientific and Philosophical friends that we rejoice in all the honor and admiration the world is ready to bestow upon you. We would not have you deprived of one ray of glory, for you deserve all the world can bestow, and I am sure you are ready to join us tonight in hearty appreciation of the honor conferred on a California Engineer by the President of the United States, in placing him on a Commission to carry to completion such a stupendous undertaking as the construction of a ship canal between the Atlantic and the Pacific. Here the Scientific man and the Technical man must work together, and we are proud to know that the man chosen for this high position knows the Science as well as the Art of Engineering. (Applause and cheers.)

THE CHAIRMAN—For the consolation of Mr. Dickie and the Technical Society, it may be recalled that Burke, in justification of the men of his class, said that “a politician was a philosopher in action:” and, by parity of reason, we may say that an engineer is an astronomer in action; and in view of the present circumstances, it is the duty of the engineer, therefore, to improve and amend this planet, correcting it so far as the isthmus holds together the two continents,—indeed, correcting the work of the Creator. (Laughter and applause.) So the engineer’s mission after all is an exalted one. Mr. Grunsky has been associated with

civic progress to so large an extent that it will suggest the next sentiment. During the next ten years, according to Mr. Grunsky, the canal will be built, and San Francisco will have put on her new clothes and will be ready, as already proposed by the Merchants' Association, through director R. B. Hale, for a world's fair on these shores to celebrate the completion of the Panama Canal. (Applause.) In connection, therefore, with the sentiment of "Civic Progress" I will call upon the President of the Merchants' Association, Mr. Symmes.

REMARKS OF FRANK J. SYMMES.

Mr. Chairman, worthy guests, fellow citizens: I esteem it a great privilege to be permitted to stand for a few moments by the side of the speakers this evening to add my tribute of respect to the distinguished guest who has been honored by the high office which has come to him. I congratulate him upon the great opportunity which is presented to him to take a prominent part in this world's great work, a work which is destined to change the geographical as well as the commercial relations of many of the nations of the earth, and which has already affected some of their political relations,—which is destined to make one ship perform the work which is now performed by two or three, and to save in sailing vessels from one to ten thousand miles for the maritime commerce of the world. It is suggested that I should speak to you upon civic progress. That is too long, and too broad, and too deep a subject to be treated in any five or ten minutes address. It would be like attempting to review the Encyclopaedia Britannica in

fifteen minutes. But civic progress is one of the most important interests in San Francisco. To name it in brief, it is good government, and good government is that which the Merchants' Association stands for, and which all good citizens stand for. Civic progress may be rapid and strong, or may be slow and weak; and if San Francisco is to become the great city which we know it is to become—for geography has fixed it and destiny has declared it—that progress should be rapid and strong; and it depends upon the good citizens of San Francisco to see that that progress is such. To accomplish that we need good men in office. We need men who are big enough, and broad enough, and who love their country and their city more than they do their pockets. We need men who, like our worthy guest of the evening, are sufficiently satisfied to devote themselves faithfully, earnestly and honestly to the work which is before them, regardless of any great offices which may come to them afterwards; and that is the way that great offices are secured. Civic progress for San Francisco is that which we look forward to with the greatest of pride and satisfaction; and when the canal shall be built, and Mr. Hale's beautiful dream shall be realized, and we shall have a great exposition here on this coast to celebrate it, we will be able to rejoice that good citizens have done their duty, and that good officials have done theirs.

But the canal is the subject which comes nearest to our hearts for the night; and whilst we congratulate ourselves that one member of the Commission has been selected from our state, and our city, we rejoice that it has come to a man of the character of Mr.

Grunsky ; and whilst we rejoice at that we realize, as he realizes, that there is a great work before him. The eyes of the world will be upon him. The action of the nation which has taken this first step in progress is one which will be to the satisfaction of all, and add to the glory of that distinguished and honorable gentleman who presides over the nation.

Mr. Grunsky, whilst we congratulate you, we recognize that the office which has come to you is due to the fact that you have been, as the Chairman has said, faithful over little things, and now that you are to be made ruler over greater things, we bid you God-speed, and give you our blessing whilst you enter into the joy of our lord and ruler the President of the United States. (Applause.)

THE CHAIRMAN—Mr. Symmes has suggested a thought, and the sentiment which I am now about to propose gives a color of justification for its introduction here: that men, not measures, are the principal elements in a city's progress, as in a nation's progress. Canning, in England, many years ago, when there was a cry for measures, and not men, said something to this effect: Away with the cant of "measures not men;" that the harness and not the horses carry forward the chariot; and if a distinction must be made, men are everything, and measures are nothing. And in this assembly, it might be well to recall to your minds that the charter, in which Mr. Grunsky and Mr. Symmes and all men are working for civic progress have been interested, was designed to give us the tools or the implements of

good government, but necessarily of itself could not confer good government. The engineer, if he is not skilled, will only wreck the machine that is given into his hands, and the only consolation is that he may himself be injured in the wreck. And so that charter, of which we expected so much, has been exposed to some criticism. But I may say for the friends of the charter that they simply regard it as an instrument fixing responsibility and conferring power, and the charter of San Francisco will ultimately work out its usefulness. I now propose a sentiment which is first in your thoughts: "The City of San Francisco," and call upon Franklin K. Lane to respond. (Applause.)

REMARKS OF HON. FRANKLIN K. LANE.

Mr. Chairman, Mr. Grunsky, and gentlemen: Don't think for one moment that at this hour of the night, and under these circumstances, I am going to talk about the charter. The charter speaks for itself—let us speak of the canal. France tried to dig a canal across the Isthmus of Panama, and failed. And what France tried to do, and could not, the United States is going to do; and they have a San Franciscan to do it. (Applause.) You heard the Chairman speak of Mr. Grunsky's modesty. You saw how modest Mr. Grunsky was himself. That, gentlemen, is the result of several years experience as an office-holder in the City Hall. (Laughter.) I wish to pay my tribute to Mr. Grunsky. I worked with him for four years, side by side, and seeing him almost daily. The man as presented to you tonight is the man we have always known, a man of merit, of "simpleness and gentleness

and honor and clean mirth;" a man who did his work, and did it out of a sense of duty, and out of a sense of loyalty to the great public, which oftentimes did not appreciate it. I doubt very much, gentlemen, if the President of the United States, in appointing Mr. Grunsky to office knew what his politics were. I have known him for years, and today I don't know whether he is a Republican or a Democrat. (Applause.) But this thing I do know, that there is something better in Grunsky than Republicanism, or Democracy. There is good American citizenship, loyalty to America, and loyalty to San Francisco. (Applause.) And better than that. When the President was out upon this coast, he went to Nevada, and there the Democratic Governor of that state had the temerity to say of him, "There is not gold enough in the United States to buy you, Mr. President, and that is the reason that we like you;" and so I can say of Grunsky: he is a man of honor, and no matter what temptations may be put to that Canal Commission, with its two hundred million dollars to expend, Grunsky will always prove that he is a man of honor. (Applause.) I listened with delight to what Mr. Dickie said. His was a charming paper. A better I have never heard. There is the man who does things, as against the man who develops theories. We tonight, lawyer and merchant and doctor, all of us, Mr. Dickie, bow down before the engineer, the man who accomplishes things, the man who makes two blades of grass to grow where but one did before, the man who joins two oceans, the man who, as the Chairman says, boldly changes the surface of earth, doing work which the Creator himself forgot to do.

And we are here tonight, gentlemen, doing a rather singular thing for a San Francisco audience. (Laughter and applause.) I see you catch the idea. Three hundred of us actually boosting a man. (Applause.) Why, what could not we accomplish if we all united together to boost some man who was not going away. (Applause and laughter.) There lies the lesson of this banquet to us. That is its meaning. San Francisco will be benefited by the Panama Canal. San Francisco will be more benefited if the three hundred men who are here tonight would unite together and say each to himself: I am for San Francisco, first, last, and all the time, the man who is a San Franciscan is my man, and the interests of San Francisco are my interests. (Applause.)

There is one thing that has appealed to me during the talks tonight which perhaps has not appealed to most of you. How few men there are in any walk of life who are recognized as at the head of their profession! What an achievement that is, gentlemen, to be a lawyer, or to be a business man, to be a professional man of any kind, to be in any trade, and rise up to the point where the President of the United States looks three thousand miles across a continent, away over the prairies and over the peaks of the Rockies, and comes down and puts his hand upon one man, and says: Sir, you are fitted to be an engineer of the United States, capable of doing this work in which other nations have failed. Your ability is great enough to be commended by all. That, I take it, is the greatest honor that any man can achieve—greater than any

political honor that a man can have bestowed upon him. (Applause.)

As the President of the United States,—shrewd, practical, as he is, careful as he is in his selection of men,—has shown what he thinks of us, let us show to him what we think of ourselves. Let us prove ourselves worthy of the great chance which he thinks we have. San Francisco is to be, gentlemen, what we want it to be, and nothing else. San Francisco is today the greatest city fifty years old that the world has ever seen. San Francisco is today regarded in New York as the second city in the United States. They skip the intervening cities, and come out here, because here is the city of the future. We stand, as some one has said, with a nation behind us, and the world before us. (Applause.) Now, let us from tonight know this, that San Francisco is to be what her men make her and her men are large enough to have faith in her.

“For it’s East all the way into Mississippi Bay,
And West to the Golden Gate,
Where the blindest bluffs hold good, dear lass,
For men bulk big on the out trail, the long trail, our own
trail,
And life runs large on the long trail, the trail that is always
new,
And the wildest tales are true.”

San Francisco is to be made, not by Panama Canals, though commerce is to come here by reason of such canal. San Francisco is to be made, not by having Commissioners upon the Commission that digs that canal. But San Francisco is to be made by you, and by myself, by the faith that is in us, by the love that we have for her, by the belief that she will be

great, that here beside the western sea is opportunity.

My friends of San Francisco, rise up, reach out and seize those opportunities, make San Francisco what she may be, and twelve years hence we shall greet Grunsky as he comes back from his completed work in some great hotel far out by the Presidio, and as we overlook the Pacific Ocean, we may say: This is the great San Francisco, the city of your dreams, Mr. Grunsky. We have been true to ourselves, while you have been away working for us. (Applause and cheers.)

THE CHAIRMAN—We now come, gentlemen, to the great subject of the evening. The eloquent remarks of Mr. Lane have naturally led up to it: "San Francisco." The chief port of the United States upon the Pacific. Fifty years ago William H. Seward saw what we see today; at a time when Japan was not known, when Russia had not dreamed of penetrating the wilds of Siberia to the shores of the Pacific Ocean. William H. Seward said at that time:

"Henceforth, European commerce, European politics, European thought, and European activity, although actually gaining force, and European connections, although actually becoming more important, will, nevertheless, relatively sink in importance, while the Pacific Ocean, its shores, its islands, and the vast region beyond, will become the chief theatre of events in the world's great hereafter."

Not the least of those events which are about to be realized is the construction of the Panama Canal; and I call upon a gentleman familiar with the subject

to respond to that sentiment, "The Panama Canal," Mr. W. H. Mills. (Applause.)

"THE PANAMA CANAL"—REMARKS BY MR. W. H. MILLS.

On this convivial occasion we do honor to two of the noblest sentiments of the human mind—friendship and gratitude.

In expressing the gratification and joy we feel in the elevation of the distinguished guest of this evening to a high position, we are manifesting a spirit of friendship. The sentiment which prompted this tribute to our fellow-citizen, serves another purpose. It indicates to the President of the United States our appreciation and gratitude for the honor he has conferred upon our municipality and upon our commonwealth.

At the outset, in responding to the toast, "The Panama Canal," I take occasion to promise fidelity to the text which has been given me and brevity and directness in the treatment of the questions to which it gives rise.

Convivial occasions like the present are not the most auspicious for the consideration of a question which so deeply concerns the future welfare of our State, of our Country and of the World. And I shall keep in view the well formed purpose of avoiding repetition of the arguments which have prevailed in bringing this nation to the threshold of the consummation of this great undertaking. Moreover, I shall seek to divest what I shall say to you of all the formalities of a set discourse, but shall indulge myself and earn your thanks by employing only plain conversational forms.

In 1523, now closely approaching four centuries ago,

De Avila, the Spanish Governor of the Isthmian Provinces, discovered Lake Nicaragua, and was driven to the Pacific Coast by the hostile attitude of the natives of the region, and thus became in possession of the geographical knowledge that only a narrow strip of land separated what he was pleased to term an inland sea from the waters of the Pacific Ocean. The suggestion of an artificial water-way between the Lake and Ocean was self-prompting.

During all these four centuries, students of commercial geography have fully comprehended the vast importance to the commerce of the world of the construction of an Isthmian canal. More than this, they have clearly perceived the great influence such a water-way would have upon the distribution of national power arising out of the relative commercial supremacy of the nations.

From that date to the present, the construction of that water-way has been obstructed, impeded and actually prevented by national jealousies, by the inertia of conservatism and by the greed and selfishness of those whose interests were in the maintenance of existing conditions.

At last all the forces of opposition have been overcome; at last a great nation has decreed that, commercially speaking, a new ocean shall come into being; at last, it has been decreed that the narrow neck of land which has forced the channels of commerce to employ an unnatural detour of seven thousand miles in east and west passage, shall no longer stand as a barrier across the path of civilization. And now, after nearly four hundred years from the birth of the idea,

we assemble around this banquet board, in the chief metropolis of the Pacific empire to congratulate the honored guest of this evening that all obstructions have been removed, all opposition overcome, and that he and his associates may now enter upon the consummation of this great enterprise.

In this instance, the centuries of delay pay just tribute to the magnitude of the undertaking. And now that hope is to be rewarded for patient waiting, now that prophecy is to undergo the test of fulfillment, even unfaltering faith cannot wholly forego the question, "What is to be the result?"

To indulge in prediction at the present time would be but to repeat the argument which has prevailed in the determination of this nation to construct this waterway. All reasoning from existing condition to future results must undergo many modifications in reaching just conclusion. The unexpected is the only certainty the future holds in store for all human enterprise. We seek to penetrate the future by following the trend of existing forces, but these forces are not immutable; they bring into being other forces, the deflecting influence of which cannot be estimated.

But there are elements of certainty attending the construction of the Panama Canal, rising by contemplation even to the dignity of infallibility. They may be called into view by negative and affirmative generalizations.

First, of the negative generalizations: It cannot be possible that the emancipation of ocean commerce from the slavery of seven thousand miles of useless

sea transportation can be other than good to mankind.

Every object of commerce is enhanced in value by reducing the cost of its movement to final market.

It cannot be otherwise than that the operation of the Panama Canal will reduce the cost of the movement of the commerce of the world.

If the construction of this water-way can, by any possibility, work a hardship to any portion of the world, it will be because the portion injured seeks to perpetuate the advantages it enjoys at the expense of the highest good of mankind.

It cannot be otherwise than that the construction of the Panama Canal is in the interest of mankind at large. And it is a well grounded opinion interwoven with all the opinions of my mind that whatever is best for humanity as a whole is best for every separate portion of the human family.

The affirmative generalizations have far reaching significance. All nations will be interested in its completion because it will draw them into closer relation, minimizing occasion for war by augmenting the value and blessing of peace.

All industry of all countries will partake of its blessing because commerce is the hand-maiden of industry and lies at the very basis of its prosperity.

It will expand the commerce of the Pacific Ocean as by the touch of magic by merging the tragic stage of the world's commerce on the Atlantic with the isolation of the Pacific.

It will contribute to the awakening of the vast population of the Orient by causing the spirit of modern

progress to move upon that dead sea of arrested development.

To our nation, it will be a guarantee of commercial primacy in the commerce of the Pacific Ocean.

When we acquired possessions in the Orient and assumed sovereignty over eight millions of people, we became a factor in all meaningful movements among the nations of the Orient. With the acquisition of Oriental territory we assumed higher duties to ourselves and broadened responsibilities to the world. The acceptance of this new relation with the Orient made the construction of the Panama Canal a national necessity.

Coming nearer home, the Panama Canal will give to the states of the Pacific Coast a closer commercial intimacy with Europe and to the people of the Atlantic Coast a better commercial relation with the Orient.

Whether carried by land or by sea, the Panama Canal will reduce the cost of interstate transportation and thus identify the common interests of the eastern and western portions of our country and weld them into closer commercial relationship.

It will turn the face of industry from the interior of our country to the eastward and westward oceans which wash its shores.

It will increase the military and naval power of our nation without increasing the magnitude of our military and naval establishments, and by thus augmenting our power, promote our influence in the councils of the nations.

In all these blessings to the world and to the nation, we will be full and free partakers.

To our own commonwealth, it will confer the blessing of reducing the cost to us of all our imports and increasing the value of all our exports, by enforcing cheap rates of transportation for both.

It will make the free highways of the ocean controlling factors in the commercial and industrial development of our state.

It will make San Francisco a port of cheap tonnage, and consequently a port of distribution. These two factors lie at the very basis of all commercial greatness.

In all history, the material progress of mankind has depended upon the science of engineering. The engineer has been the pioneer of civilization in all ages. To his genius and knowledge we owe all the victories we have achieved over time and space. The iron ways of overland commerce, which have conquered mountain barriers; the steamship, which plies across wide oceans "without missing one beat of its iron heart from shore to shore;" the discovery and transmission of electrical power, with all other mastery of physical forces, are due to the civil engineer. The summit of engineering triumph will have been reached in history with the completion of the Panama Canal. No other undertaking is comparable with it in the magnitude of the difficulties to be overcome, or fraught with greater blessing to mankind than the objects to be obtained by its construction.

Such is the nobility of the great office to which our friend, the honored guest of this occasion, has been called; and such the broad philanthropy of the great

work in whose construction he is to bear an honored share.

I felicitate him and ourselves that he has received his appointment at the hands of a president to whose patriotism, continuity of purpose and executive force, the Panama Canal, when completed, will be an imperishable monument. (Applause.)

THE CHAIRMAN—Before we leave this theme, I desire to inform the company that we have with us the Chairman of the Executive Committee of the Merchant's Exchange. They are the people who are directly interested in the commerce of the Pacific, and the President of the United States who has so eloquently preached against race suicide, must feel an especial gratification in announcing the wedding of the Atlantic and the Pacific (laughter), and the progeny of that union will be more ships, and more sails, and more commerce upon the sea; and I ask Mr. Dutton to respond to that sentiment.

REMARKS OF WILLIAM J. DUTTON.

Mr. Chairman and gentlemen: Commerce is rather a dry subject to which to respond. You might expect I would bring you a table of statistics showing the commercial growth of our community; and, indeed, it would have been easy to have done so; but I feel that on an occasion of this kind such matter is out of place, and anyone wishing to avail himself of opportunity to discover that kind of information can get it once a year from all the papers. Had I turned to an encyclopaedia before coming here for a definition of commerce, I would probably have found its two prime

factors were exports and imports. Exports make your money, and imports take your money.

Away back in the time of mythology we read that one Jason started with a band of followers in a little ship, the Argo, to secure and bring home with him a golden fleece from a ram which had been sacrificed to Jove, and its fleece hung in a grove sacred to Mars, the god of war, in a far-off country called Colchis. He, after passing through wonderful experiences, returned with the pelt. That, I suppose, is the first case of importation on record, and that wool then should stand as the original import.

Something near three score years ago there was a difference of opinion between Mexico and the United States. They resorted to the arbitrament of arms, with the result that Alta California came into the possession of the United States. At about the same time that the news of this acquisition was borne through the world another piece of news also reached keenly attentive ears. A golden fleece had been discovered hanging also in that sacrifice to Mars which Mexico had made. Up in one of our gullies a golden nugget had been found, and at once from all over the world another band of argonauts hastened to this unknown land,—this far-off country, through mountains and valleys and by sea, and they scattered over its fair face. They diverted the waters of its streams to sift its sands for gold. They marred the fair bosom of its valleys with placer mining. They bored into its mountains with tunnels. And in all these directions were rewarded with gold—gold. The necessities of this army called for the traders down at the bay by the Golden

Gate, where they had entered upon this land of promise. These traders furnished the enterprise, the ships abandoned at wharf and in stream by these gold hunters furnished the means, and "old ocean's waste" furnished the highway, and commerce sprang full-fledged on the Pacific Ocean, and with San Francisco as its ultimate point.

But this character of commerce was the commerce of import which takes your money. California was producing nothing. Her men were delving in the mines, obtaining their gold, and spending it for the necessities and luxuries of life. Some of these miners raised on farms at the East, noting our deep alluvial soil, and noting our fertile valleys, sent for their families, built their homes, and soon there were very different cradles rocking in those homes from what the tired miners had brought to the side of the stream and the sluice boxes. A community was growing up here. California bared her fair bosom to the plow, and from its rent and furrowed surface there sprang a second golden fleece which gave back the sheen of the sunshine with the glint from the bending heads of the yellow grain.

This golden fleece provided the other factor of commerce. It gave us exports. These exports furnished the money abroad which paid for the luxuries and necessities which were brought to our shores. The gold drawn from our hillsides and our valleys and our streams remained here to be spent in beautifying our land, in building up our cities, in providing all the surroundings of a permanent State. This golden harvest, this second golden fleece, outstripped the first in

value, and far more than outstripped it in its benefits, for they were many.

First, as I have stated, it provided the payment for our imports. Next, by the multitude of vessels which came here seeking an outward freight we were furnished with our imports at a much lower price, for, with an outward freight at hand, they sought opportunity to take freight in them. The price of freight reduced, the amount of merchandise coming here increased through the activity of competition. Prices were reduced. Our people were able to buy their goods cheaper. San Francisco became the distributing point for the coast, from Mexico on the south, to British Columbia on the north, from the Rocky Mountains to the sea. And that would never have been accomplished by our gold from our hills. It was our gold from our valleys which furnished that. It stimulated the inventive genius of the American people in naval architecture; and the result of their activity, and their energy, and their ability, was shown in such ships as the "Andrew Jackson," Flying Cloud," and our "Young America." The California clippers, which represent the finest naval architectural results in the way of sailing vessels that have ever been accomplished throughout the world, brought America to the front as the mistress of the seas. We lost that position during our war of the rebellion, through our vessels going to foreign flags, but later, through the enterprise of our shipbuilders, our members of the Technical Society, if you will, we furnished the world with a fleet of vessels which has not been surpassed, nor equalled, by any of the foreign countries, while

the matchless "Oregon" and Admiral Dewey's flagship the "Olympia" stand at the head of naval war vessels, and place our country and our California ship-builders at the very head of their profession. (Applause.)

Presently our position of the arbiter of commerce for this coast was seriously injured by the completion of the various railroads, which took from us our tributary country, and we turned again to mother earth, and again a golden fleece,—a third golden fleece, was given to us as a reward for our enterprise. Our population, coming from all over the world, possessed the knowledge and adaptability of all nations, and we were able to apply the knowledge gained in all the older countries to the development of our resources here. Our valleys, which formerly were given over to the yellow grain, were planted in fruit and vines. Our hillsides blossomed, and in spring the fair face of our country smiled with our cherries and our berries. In summer our hillsides rejoiced in a wealth of luscious and ripening fruit. In the autumn the face of the country blushed with the turning leaves of the vine and the ripening grapes. And in winter it laughed aloud at the sprinkling rain, with its round-faced oranges. While throughout the year an ever-increasing and never-ending crop of tourists was raised here to pay golden tribute to our golden land and buy climate by the front foot. (Applause.)

Now, this represents the condition of our country up to the present time. Our commerce has kept pace with our growth. The seas are dotted with the white sails of the ships. The coast line is streaked with the

smoke of the steamers plying up and down. We have developed a trade with the Orient, which requires the largest of carriers. Fifty years ago some scientist built a great ship—the Great Eastern—built it rather to show what could be done in the way of naval architecture in grandeur and size rather than utility, for she was too big, at that time they said, for profitable use. Today the Pacific is being sailed by vessels which are larger than she, and there are vessels building to meet the increasing wants of our trade with the Orient in which the “Great Eastern” could be loaded into their gaping holds, and yet lots of room be left for cargo. Our imports were for a long time larger than our exports. As late as 1899 that condition existed in San Francisco here. I find that in 1899 we had but thirty-nine millions of exports against forty-five and a half millions of imports, but from year to year in the past five years our exports have increased and our imports diminished, until at the close of 1903 our \$38,900,000 of exports had increased to \$51,500,000, our imports from \$45,600,000 had gone down to \$36,500,000, and there was a margin of millions to our credit in the money-making side of commerce against the money-spending side. (Applause.)

Another matter, gentlemen, which I think it is but fair to mention: San Francisco is big enough not to decry any of our fellow cities on the coast here. We like to see them grow. They will all add to the might and glory of our commercial prestige. But we have heard a good deal about the exports to the Philippines from Puget Sound and San Francisco. I will only state what, perhaps, is not very generally known, that these

figures which are reported are made from the merchandise which passed through the Custom House. All the merchandise which goes to the Philippines on the United States transports passes directly out of port, and does not pass through the Custom House. All the merchandise which is sent over on chartered vessels passes through the Custom House. Practically all the United States transports go across to the Philippines from San Francisco. That does not appear to our credit as an exporter. It does not appear in the Custom House figures. And yet it is all the merchandise handled by San Franciscans, bought from San Franciscans, shipped by San Franciscans on transports and sent across to the Philippines. I throw out this piece of information simply as information in order that we may understand that we are not losing all our trade, and we are not going to the "demnition bow wows" because the reports of the Custom House don't indicate that we are rolling ahead in figures that run many times beyond all our fellows on the coast, whom, as I say, we want to encourage to grow.

And now the Isthmus of Panama, which was so happily expressed by Mr. Dickie as the "attenuated waist which connects North and South America," is to be pierced by a water channel which will unite the Atlantic and Pacific. Those of you who have, as I have, had the pleasure of crossing that Isthmus and noting the abundant machinery, the locomotives strung in long strings on unused rails, rusting, rotting, would perhaps think that the "attenuated waist" might have been spelled in another way, and that it was not

very attenuated either. (Applause.) When the United States gets to paying the bills, and when our San Francisco Engineer gets to passing upon them, there will be more work done for less money. (Applause.) And then we will look for a future San Francisco and a future commerce against which the present condition will be merely a beginning,—merely an exponent to indicate the growth to which the commerce of this Pacific Ocean will reach, and surely a great part of it must come through the Golden Gate, and across our golden state; and when that comes, and when every one of the trickling streams which run down the western slope of the Sierras for a thousand miles, pursuing their courses to the ocean, will on every hundred feet of their descent be turning wheels which will be running machinery that will be manufacturing for the community, then we will be able to show the world what commerce is, backed by enterprise and manufacture. (Applause.)

THE CHAIRMAN—Gentlemen, our guest this evening is a man of many resources. I feel that we are suffering from Panama fever, and it would be gratifying to you to know tonight that Mr. Grunsky is President of the German Benevolent Society, and the evening would be incomplete, in fact we would all go home sick, unless we called upon Mr. Epstein to say a word on behalf of that worthy organization over which Mr. Grunsky presides.

REMARKS OF MR. EPSTEIN.

Mr. Chairman and Gentlemen: I am indeed proud to be able to respond to the sentiment "The German

General Benevolent Society," an organization which most of you know has but recently passed the half-century mark. Our usefulness is manifold. Not only do we support the needy, whether they be members or otherwise, give counsel and advice when asked for, and obtain positions for newcomers, we also maintain one of the largest hospitals on this Coast for the use of our members, free if so demanded, and at a low cost to such others who wish to put themselves under our care. Like most kindred institutions, we have passed through many vicissitudes and children's diseases; we have weathered them all, and I am happy to say that we to-day stand on a firm financial footing and count upward of 4,000 members and patrons, the largest number of any German organization of its kind, I think, on this Coast or in the United States.

A little over twenty-five years ago, we lost the first hospital built by conflagration. It was not long before it was replaced by another, on a new and larger site, and it is now contemplated, plans for which are nearly ready, to construct a new building which will be an ornament to the city and a proud monument to the enterprise and patriotism of our German population. We have a tract of over seven acres of ground, and it is universally admitted to be an ideal spot for a hospital. In evidence of how wise the committee was who selected the site, I beg to mention that an old resident only the other day stated, in speaking of that site, that in days long gone, this spot was known as "Bird's Rest." The small feathered pioneers of Yerba Buena sought that place for refuge against wind and fog.

When invited by our worthy Chairman to reply to this sentiment, he suggested in a P. S. to make short responses on account of the number of speakers on the program. I agreed, and want to be as good as my promise. However, I have to crave your indulgence for a few moments and also ask pardon for a possible digression from the theme allotted me. We all regret to lose our worthy guest, although perhaps temporary only, but there is no one here who will miss him more than your humble servant, having worked beside him for the past two or three years, and particularly of late in connection with the planning of our new hospital. I only hope, in behalf of our association, that the one who will have to represent him during his absence will not prove inadequate to the task.

During our existence of over fifty years we naturally have had a great many leaders, and to use the Irishman's phrase about the Kentucky beverage, "that it is all good, only some is better," I might say "all our Presidents were good, only some were better." However, Mr. Grunsky has created a class of his own. It is the first instance in the history of our society that a Native Son has wielded the gavel at our deliberations, and though native born, he thoroughly masters the German language, which he has often evidenced by talking to us like a "Dutch uncle."

We all appreciate the honor thus bestowed upon our friend by the President. We appreciate it in his behalf, but let us admit a little selfishness on our part at the thought that the lot has fallen to a Californian, and yet no better selection could have been made, no matter from what quarter, combining as he does the

many good qualities necessary for a position of that kind. As to his profession of civil engineer, he certainly ranks second to none, and does it not look a little prophetic that at his christening already he received the prefix C. E.?

And now I ask you gentlemen of the German Benevolent Society, as well as all of you here present, to raise your glasses and voices and give three cheers in the well-known Teutonic way, "Er lebe hoch, Er lebe hoch, er lebe hoch, etc., drei Mal hoch!"

THE CHAIRMAN—Proud as our German-American citizens are of Mr. Grunsky, because of his descent, the Native Sons of California are equally proud because of his nativity, and we must now have that sentiment, "The Native Sons," and I call upon one who is worthy to respond to the sentiment, Dr. Washington Dodge, a member of the same parlor of the order to which Mr. Grunsky belongs. (Applause.)

REMARKS OF HON. WASHINGTON DODGE.

Mr. Chairman and Fellow Citizens: Fortunately, considering the lateness of the hour and my position on the program, I did not come here intending to make any long, drawn-out remarks. Indeed, were one so disposed it would be a difficult task, considering all that has been so well and so interestingly said. I am here, however, representing an organization of 15,000 native-born citizens of this State, to testify to the high regard and esteem in which we hold our brother member, Mr. Grunsky. I am here to express the pleasure which his appointment has given to us. We feel highly honored that for this great office there has

been chosen one of us, a native son of this State of California. (Applause.) Knowing him to be a worthy son of his State, and knowing him to be one who will never reflect anything but honor upon that high official who has selected him, we proudly, in common with all citizens of this State, give his services to our Nation.

And now, Brother Grunsky, when, through your instrumentality, the Atlantic shall be wedded to the Pacific, may you be the best man at the ceremony (applause); and before the honeymoon is over may you return to us and to your native State, where you may be sure a warm welcome awaits you. And now, as a last word, God speed you, say the Native Sons, and so say the citizens of this city. (Applause.)

THE CHAIRMAN—The Governor was expected up to the last moment, when he sent his telegram, but we have confined our remarks to the city of San Francisco and to the Pacific Ocean, and the sentiment of "California," to which the Governor was to respond, has not been as yet mentioned. But the Hon. Frank D. Short of Fresno is here, and he will bid us good night by responding to the sentiment of our State. (Applause.)

REMARKS OF HON. FRANK D. SHORT.

Mr. Chairman, Mr. Grunsky and Gentlemen: I know but little, but I know the time of the night when I look at the watch, and I know that it is too late to respond to "California," or any other sentiment. I desire to say, however, a word in farewell to our friend. Of course, I know if I concluded to talk through the

evening, out of respect to my high official position, you would stay and listen to me (laughter), because if the Governor had been here you could look at him and see how a governor would look. I being in his place, you can look at me, and see how a governor does not look. And if he were here you could listen to him and understand how a governor would talk. By listening to me, if I did not have any more sense than to keep on talking, you would understand how a governor did not talk. (Laughter.) But I do say in regard to our distinguished friend that he exemplifies something we might all take home to ourselves. I have had occasion to know him well, to cross-examine him some, and to learn his merit. I know that he has succeeded because he is an aristocrat; that is to say, he belongs to the only real and enduring aristocracy in the world, the artstocracy of people who do things honestly and well. (Applause.)

San Francisco is full of brilliant young men who are proud of their achievement in getting something for nothing, and getting a salary that they do not earn, but Mr. Grunsky has not grown that way, and he is a living illustration, not of the idea that you can get something for nothing, but of the doctrine that not only is an honest man the noblest work of God, but he is the wisest work of the Almighty, because "a fool and a rogue are always twin brothers to each other."

Now, my friends, we wish the gentleman all prosperity. If I could respond to that most inspiring toast, "The State of California," if I could say what this great and coming and growing commonwealth deserves to have said of her to-night, I should be

pleased and glad to do so; but there are other times and other occasions. We say that we hope and believe that Mr. Grunsky will confer honor upon this the greatest of the American commonwealths. California has but little history. Her name and her memory are in the breasts of men now living, except the story of the padres; for us, and for our time, and our opportunity is for the future. California has little history. With us it is only to-day and to-morrow, and Mr. Grunsky stands to assist us in declaring a broader and a better and a higher to-morrow for this new empire on the Pacific sea. (Applause.)

THE CHAIRMAN—Mr. Grunsky leaves to-morrow morning to assume his new duties, and I suggest we drink again to him and bid him God speed.

(The toast was drunk and three cheers were given for the guest of the evening.)

THE CHAIRMAN—It is just 12 o'clock, and I bid you all good night.





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